

Outcome: Accommodate Residential and Job Growth in Urban Areas

Indicator 35: Comparison of Remaining Land Capacity to Household and Job Targets



Countywide Planning Policy Rationale

"The Urban Growth Area shall provide enough land to accommodate future urban development. Policies to phase the provision of urban services and to ensure efficient use of the growth capacity within the Urban Growth Area shall be instituted....The Urban Growth Area shall accommodate the 20-year projection of household and employment growth. (CPP FW-12 & LU-26)

The concern of Indicator 35 is whether King County has sufficient remaining land capacity to accommodate the residential and job growth that is projected to occur over the next 20 years.

For the 2002 King County Buildable Lands Report, jurisdictions studied their remaining land supply and calculated the number of housing units and jobs that could be accommodated on that land.

Discounts were applied for sensitive areas and for other land constraints, including a market factor.

New targets for housing and jobs were established to extend from 2000 to 2022, a twenty-two year planning period. These targets supplant the original targets for 1993 - 2012.

We have now completed the first three years of the new 22 year planning horizon. Fig. 35.1 shows 1) the number of housing units built during these three years, 2) the remaining target for 2022. It also shows 3) the estimated remaining residential capacity as of the end of 2003, and 4) the percent of the current capacity needed to meet the remaining 2022 target. It is likely that more capacity will become available between 2012 and 2022, but that is not included in this measure.

Fig. 35.2 shows the target in relation to remaining capacity, in graphic form.

Fig. 35.3 shows the new employment targets established for the 2022 planning horizon, by sub-region. It also shows the job capacity by sub-region, as determined for the 2002 Buildable Lands Report. There has been a net loss of jobs in King County from 2000 - 2003, so overall capacity has increased.

Key Trends

Residential Capacity

- King County continues to experience rapid housing unit growth, despite the fact that population increase has slowed. This could be due to the housing industry catching up to the rapid population growth of the late 1990s.
- In 2000, King County had the capacity to build at least 263,280 new units, based on current zoning and land supply.
- Given population estimates for the year 2022, the County has set a target of 151,932 new units to be built in its urban area by that year. After three years, we have permitted 30,695 units, or 20% of the total target.
- 121,267 more units are needed by 2022 to meet the Countywide target. After building 30,695 units, there is still capacity for 232, 585 units in the urban area.

Fig. 35.1

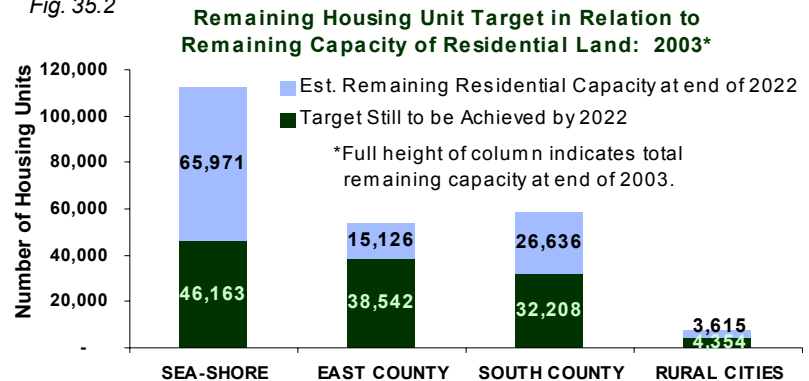
Residential Capacity In Relation to Target				
Sub-Area	Net New Units: 2001-2003	Target Still to be Achieved by 2022	Estimated Remaining Residential Capacity at end of 2003*	Percent of Current Capacity Needed to Meet Remaining 2022 Target
SEA-SHORE	10,206	46,163	112,134	41%
EAST COUNTY	9,133	38,512	53,638	72%
SOUTH COUNTY	10,147	32,208	58,844	55%
RURAL CITIES	1,209	4,354	7,969	55%
Urban Area Total	30,695	121,237	232,585	52%

*Residential capacity as of the end of 2000 was calculated by each city for the 2002 Buildable Lands Report. The estimated remaining capacity is arrived at by subtracting the new units permitted during 2001 to 2003 from the capacity reported at the end of 2000. Zoning changes and other events may affect the actual capacity of each jurisdiction as time goes on. The "remaining capacity" will necessarily be an estimate until a new study of capacity is undertaken.

- Currently the pace of creation of new units is ahead of schedule. Once the 2022 target is met, there will still be a surplus capacity of over 111,000 units in King County. Just 52% of the countywide existing residential capacity is needed to meet the 2022 target.
- Information about increased densities (see Indicator 34) suggests that actual capacity will be greater than was calculated in the 2002 Buildable Lands Report.
- As more housing units have become available to the current population, vacancy rates have increased and rents have declined.

(continued on page 10)

Fig. 35.2



Metropolitan King County Countywide Planning Policies Benchmark Program

Indicator 35 (continued)

Employment Capacity

- Employment (or job) capacity refers to the number of new jobs that can be accommodated on available commercial and industrial land in King County. It is a measure of potential, not actual, jobs.
- Since there was a net job loss from 2000 - 2002, the current (2002) job capacity is the sum of the job capacity in 2000 and of jobs that were lost from 2000 - 2002. Thus, it is higher than the job capacity in 2000.
- The 2022 job target is the NET number of new jobs that are expected by 2022. To meet that target, subareas will need to regain lost jobs AND add the target number of new jobs.

Fig. 35.3 Sub-Regional Job Capacity in Relation to Job Target: 2002 Status

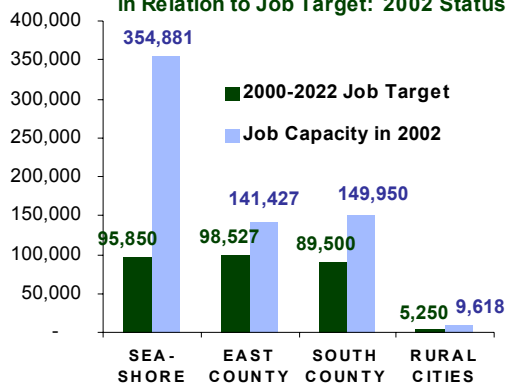


Fig. 35.4

2000 - 2022 Job Capacity in Relation to Target							
Sub-Area	2000 Job Capacity	Existing Jobs in 2000	Existing Jobs in 2002	Net Change in Jobs 2000 - 2002	Percent Change 2000 - 2002	2000-2022 Job Target	Current (2002) Job Capacity*
SEA-SHORE	330,125	525,585	500,829	(24,756)	-4.7%	95,850	354,881
EAST COUNTY	136,989	289,201	284,763	(4,438)	-1.5%	98,527	141,427
SOUTH COUNTY	124,748	306,303	281,101	(25,202)	-8.2%	89,500	149,950
RURAL CITIES	11,200	8,460	10,042	1,582	18.7%	5,250	9,618
Urban Area Total	603,062	1,129,549	1,076,735	(52,814)	-4.7%	289,127	655,876

- **K**ing County's job target for 2022 is to add 289,000 jobs to the 2000 baseline. It lost nearly 53,000 jobs in the first two years of the planning period. It needs to regain those 53,000 lost jobs as well as add 289,000 new jobs to meet its target.
- Less than 50% of King County's job capacity will be needed to meet the 2022 employment target. Jobs that are lost ordinarily leave commercial/industrial "space" behind, adding to current job capacity (available space for new jobs).
- The Sea-Shore subregion has three to four times as much employment capacity as its 2022 target. The other sub-regions also have ample capacity - 40% to 80% more than is needed to meet their 2022 targets.
- The rural cities were the only sub-region with a net job gain. South County lost the highest proportion of jobs of the four sub-regions.

Outcome: Accommodate Residential and Job Growth in Urban Areas

Indicator 36: Land With Six Years of Infrastructure Capacity



Countywide Planning Policy Rationale

"All jurisdictions shall develop growth phasing plans consistent with...adequate public facilities and services to meet at least the six-year intermediate household and employment target ranges." (*CPP LU-29*) "Jurisdictions shall adopt regulations to and commit to fund infrastructure sufficient to achieve the [20-year] target number." (*CPP LU-66, see also LU-28 and LU 67-68*).

A meaningful measurement of land with adequate infrastructure is not currently feasible. Different ways of approaching this issue are being explored.

Indicator 36 arises from the "concurrency" requirement of the Washington State Growth Management Act, which requires that jurisdictions provide adequate infrastructure facilities to serve new development. It stipulates that any needed infrastructure improvements or programs be in place at the time of development, or that there be a financial commitment to complete the improvement or strategies within six years.

Infrastructure capacity can mean a variety of public facilities, including sewer, water, parks or schools, as well as transportation infrastructure. However, the focus of discussion has usually been on transportation, and specifically, on whether an acceptable level of service (LOS) can be maintained on local roads when new development takes place. Cities are expected to incorporate level of service standards for transportation facilities as part of their comprehensive planning.

If traffic impacts of new development are such that the current infrastructure is inadequate, then the city can: 1) plan for the financial resources to improve the current transportation facilities; 2) encourage new development in areas where plenty of transportation capacity is already in place; 3) adapt the LOS standard to a lower level in areas where growth is desirable, while pursuing ways to mitigate travel demand and expand public transit opportunities.

What We Are Doing

Proposed (2004) updates to the King County Code include:

- Changing to a new transportation concurrency methodology that uses a travel time measure rather than a volume-to-capacity measure.
- Modifies the level of service standards for the urban area and rural towns (Level E) and maintains the rural area LOS (at Level B). Specifies that certain types of development may be subject to less restrictive LOS standards.
- Requires all new development, whenever feasible, to be served by an existing public water system rather than wells.